



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight  
Advisory Board shall  
advise the City Council,  
the Mayor, and all  
departments and offices  
of the City in  
development of a  
functional and efficient  
freight system and on all  
matters related to freight  
and the impact that  
actions by the City may  
have upon the freight  
environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** March 15, 2011 / 9:30 a.m. – 11:30 a.m.

**Location:** Seattle City Hall, L280

### Members Present:

Warren Aakervik, Alon Bassok, Cliff Bates, Bari Bookout, Eric Candelaria, Terry Finn, Chris Martin, Michael Sheehan, Bob Viggers, Cameron Williams

**Guests Present:** Jared Moore (Jacobs Engineering), Christine Wolf (Port), Wes Himes (Trident Seafoods), Dale Tabat (WSDOT), Thomas Noyes (WSDOT), Jodie Vice (Cleanscapes), Luke Lamon (Duwamish TMA), Eugene Wasserman (NSIA), Dave Gering (MIC), Vince O'Halloron (Maritime Trades AFL-CIO), Bill LaBorde (Council Rasmussen's office)

**City Staff Present:** Peter Hahn, Charles Bookman, Eric Widstrand, Chris Eaves, Cristina VanValkenburgh, Barbara Gray, Tracy Krawczyk, Jon Layzer, Ken Lee, Terry Plumb, Kristen Simpson, Ruth Harper (all SDOT)

### Welcome and Introductions

Alon Bassok chaired the meeting. Board members, city staff, and other attendees introduced themselves.

### Public Comment

See page 4.

### Approval of Minutes

Warren Aakervik made a motion to approve the January minutes and the February minutes (as revised). Bari Bookout seconded the motion, and both months of minutes were approved.

### 2011 SFAB Work Plan and SFAB Operating Guidelines

**Operating Guidelines:** Warren Aakervik made a motion to adopt as revised, Cameron Williams seconded the motion and the operating guidelines were approved.

**Work Plan:** Cliff Bates asked for clarification regarding the time between a project briefing and the time that the project goes out for bid. Alon Bassok clarified that if an item on the work plan is listed for information, it is already going on/approved, while if the item is listed for discussion, then input/feedback from the Board is requested. Warren Aakervik asked if the Board will continue to talk about major truck streets, as a citywide network must work. Alon Bassok stated that the Board did not need to adopt a

final work plan—it could be revised as needed. Warren Aakervik made a motion to adopt the work plan as tentative, Cliff Bates seconded, and the work plan was adopted as tentative.

**Follow up from February meeting re: E Marginal Way S and Airport Way S**

Alon Bassok stated that he is pleased to hear that the City of Seattle does want a Freight Master Plan, and that the Board can provide direction. Charlie Bookman said that the economic picture is still not good, and the City is looking for funds for a freight plan. Peter Hahn hoped that the funds would be found in 2011; about \$200K is needed, and he will hopefully know more in Quarter 2 of this year; he hopes that SDOT would be able to engage a consultant and start this effort in 2011.

The discussion then turned to a series of recent communications between the Port of Seattle and SDOT, and to a technical discussion of the wheel base turning radii that is used when the City models changes to major truck streets. SDOT's count studies done for E Airport Way determined that the road needed to be designed for a WB40 wheel base. Eric Widstrand will look for a project plans and/or website which contain detailed designs regarding turning radii. Widstrand also stated that WB67s are considered when designing plans. [Eric later provided a link to the Right-of-Way (ROW) Improvement Manual discussing design guidelines for arterials:

[http://www.seattle.gov/transportation/rowmanual/manual/4\\_26.asp](http://www.seattle.gov/transportation/rowmanual/manual/4_26.asp)]

Terry Finn asked if the Board should have a response to the recent letter to the Port from Peter Hahn. Eric Candelaria wants to better understand how south-bound left-hand turns are handled in the center of Georgetown; he would like more information about the turns. Eric Widstrand said this will be provided. [Information about turns was included in SDOT's March letter to the Port, which the Board has received.] In general, Board members want to see details of turning movements and lane widths for any proposed changes to major truck streets.

Bari Bookout stated that the "Port" standard is WB50, but that they design for WB62. Cliff Bates stated that the "new" standard is WB67. Eric Widstrand stated that SDOT designs for today's "urban built" environment.

Alon Bassok asked for information about the counts that the City did on these streets, and Eric Widstrand said this would be provided. [This information was also included in SDOT's March letter to the Port, which the Board has received.]

Cameron Williams introduced into the record a letter from the Puget Sound Ports Council Maritime Trades Department AFL-CIO, asking for a delay in the implementation of the changes to Airport Way S and E Marginal Way S.

Alon Bassok suggested the Board take some time to digest this new letter and Peter Hahn's very recent letter to the Port.

Chris Martin stated that he does not think that the proposed changes in Georgetown are a problem. Warren Aakervik stated that counts don't always catch every big truck. Alon Bassok stated that the Board should proceed to the next agenda item.

#### **Project Briefing: West Seattle Triangle**

Robert Scully and Susan McLain from DPD presented the draft concept plan for the West Seattle Triangle. Their work is to develop a concept plan that can be implemented over time as funding is available. This project includes potential changes on Fauntleroy, which is a major truck street. The concept includes a boulevard with a median, and 11' wide travel lanes. The Board made comments about some of the design elements, including types of trees and pedestrian bulbs and refuges. Warren Aakervik wondered how far south a truck would have to go for an "escape" route. Susan McLain stated that SDOT would bring more detailed design plans for Fauntleroy back in the future as they are developed. The project website is here:

<http://www.seattle.gov/dpd/Planning/WestSeattleTriangle/Overview/default.asp>.

#### **Project Status Updates: Airport over Argo and E Marginal at Horton**

Terry Plumb of SDOT described the E Marginal at Horton Bridge Replacement project. SDOT has worked out the details with the Port for a detour route from June through August 2011. Warren Aakervik and Cliff Bates discussed details concerning jersey barriers and pedestrian issues on the east side during construction. The project website is here:

[http://www.seattle.gov/transportation/bridge\\_rehab\\_marginal.htm](http://www.seattle.gov/transportation/bridge_rehab_marginal.htm).

Ken Lee of SDOT described the Airport over Argo Railroad Yard Rehabilitation project. There will be work on nearby streets to prepare for the detour route. The viaduct will be closed for 12 to 14 months. Construction may start in early May. [Subsequent to this meeting, Ken Lee updated the projected start date to early June.] The first phase will be the viaduct closure, when repaving will take place. Charlie Bookman mentioned that paving disruptions are much shorter than the entire project—weeks, not months. The project website is here:

[http://www.seattle.gov/transportation/bridgerehab\\_airportargo.htm](http://www.seattle.gov/transportation/bridgerehab_airportargo.htm).

#### **Planning Context: Comprehensive Plan, Transportation Strategic Plan, Freight Mobility Strategic Action Plan (2005)**

Tom Hauger of DPD and Barbara Gray of SDOT led this discussion. Tom started the presentation by discussing the City's Comprehensive Plan, whose goal is to guide future decisions, largely about land use and transportation actions. The Duwamish and BINMIC are two neighborhood plans which currently exist within the Comprehensive Plan. A new addition is the marine container terminal element. Board members mentioned the importance of a port's ability to deal with super-sized container ships.

The Comprehensive Plan must be updated and submitted to the City Council by the end of 2012, and will also drive the Climate Action Plan, as well as a new framework for the Transportation Strategic Plan (also due by end of 2012). The TSP update will be

organized around four “cities”: sustainable city, equitable city, productive city, livable city. Freight interests are generally contained in the “productive” city.

Alon Bassok wondered how the timing of a Freight Master Plan might impact these various plan updates. Barbara Gray responded that if a modal plan is in development, the timing is really just right. She will keep the Board updated.

**Public Comment**

Eugene Wasserman of the North Seattle Industrial Association (NSIA) spoke to the Board about the proposed Rapid Ride D Line along 15<sup>th</sup> Avenue NW. He stated that bus bulbs designed by SDOT/Metro will block traffic along this corridor, and that SDOT never came to the NSIA about this. He stated that the D line is slower than the existing bus, and that SDOT and Metro do not seem to care if this street has delays. He further stated: 1) Bus bulbs will stop truck access, and 2) SDOT does not follow the Comprehensive Plan.

**Adjournment**

The meeting adjourned at 11:30am. The next meeting is scheduled for April 19, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.